

**GOVERNMENT OF INDIA
SHIPPING
LOK SABHA**

UNSTARRED QUESTION NO:1837

ANSWERED ON:30.07.2015

Development of Inland Waterways

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Will the Minister of SHIPPING be pleased to state:

- (a) the estimated length of navigable inland waterways and the total revenue earned therefrom during each of the last three years and the current year, State-wise;
- (b) whether the Government proposes to develop inland waterways especially in Bihar to facilitate faster and economic mode of transportation;
- (c) if so, the details thereof including the number of new waterways identified and sanctioned/ proposed to be sanctioned along with likely investment for the purpose;
- (d) whether any survey has been conducted to find-out the extent to which the proposed new waterways are likely to reduce the burden on other modes of transport along with the estimated revenue generation as a result thereof; and
- (e) if so, the details and the outcome thereof including the steps taken/ being taken by the Government to expedite development of inland waterways?

Answer

MINISTER OF SHIPPING
(SHRI NITIN JAIRAM GADKARI)

(a) The National Transport Policy Committee (NTPC) had estimated in 1980, that rivers, canals, backwaters, creeks and lakes of total length about 14,500 km, including about 5600 km for navigation by mechanized vessels, as potentially navigable. Out of this, 4382 km of inland waterways have been declared as National Waterways (NWs), as per details given in Annexure.

(b)&(c):Yes, Madam. A bill for declaration of 101 new waterways as National Waterways (NWs) was introduced in the Lok Sabha during the Budget Session of 2015 which has been sent for examination to the Parliamentary Standing Committee on Transport, Tourism & Culture.

The investment required for development of the proposed waterways will depend on the Techno Economic Feasibility (TEF) studies followed by preparation of Detailed Project Report (DPR) for each waterway.

(d)&(e):The consultant will prepare Techno Economic Feasibility (TEF) studies/ Detailed Project Reports (DPRs) for these proposed waterways. The study report will provide divertible traffic projection from road & rail to IWT mode and the information on revenue generation.

Annexure
{to part (a) of the Question}

(i) Ganga-Bhagirathi-Hooghly river system (Allahabad-Haldia-1620 km) in the states of Uttar Pradesh, Bihar, Jharkhand and West Bengal as NW-1, declared in 1986.

(ii) River Brahmaputra (Dhubri-Sadiya – 891 km) in the state of Assam as NW-2 declared in 1988.

(iii) West Coast Canal (Kottapuram-Kollam) along with Udyogmandal and Champakara Canals – (205 km) in the state of Kerala as NW-3 declared in 1993.

(iv) Kakinada- Puducherry canals along with Godavari and Krishna rivers (1078 km) – in the states of Andhra Pradesh, Tamil Nadu and Union territory of Puducherry as NW-4 declared in 2008.

(v) East Coast Canal integrated with Brahmani river and Mahanadi delta rivers (588 km) in the states of West Bengal and Odisha as NW-5 declared in 2008.

Out of these five NWs, first three waterways have already been substantially developed and made operational for movement of cargo & passenger vessels. For the remaining two waterways, process is on to develop and make them operational.

The total revenue earned from first three NWs during the last three years and current year state-wise are as follows:

(Amount in Rs.)

Year U.P.

Bihar West

Bengal

Assam

Kerala

Total

2012- 13 2,59,707 43,87,229 2,66,82,031 1,88,863 13,17,218 3,28,41,011

2013- 14 69,36,823 1,97,85,924 1,94,59,145 26,03,335 69,78,461 5,57,63,688

2014- 15 2,08,19,521 1,15,07,288 2,44,14,444 19,20,107 18,27,612 6,04,88,972

2015- 16 * 50,30,420 78,679 47,81,119 35,996 40,892 99,67,106

Note:- (*) As on 30.06.2015

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